



REPORT TO THE PLANNING COMMISSION

AGENDA ITEM NO. VIII-A
COMMISSION MEETING

November 5, 2014

APPROVED BY


DEPARTMENT DIRECTOR

FROM: SCOTT L. MOZIER, PE, City Engineer/Director
Public Works Department, Engineering Division

MIKE SANCHEZ, Assistant Director
Development and Resource Management Department

THROUGH: SOPHIA PAGOULATOS, Supervising Planner
Development Services Division

BY: LAUREN FILICE, Planner III
Development Services Division

SUBJECT: WORKSHOP TO CONSIDER EAST MCKINLEY AVENUE ALIGNMENT
OPTIONS

RECOMMENDATION

No recommendation or action is requested at this time, however staff is seeking general direction from the Planning Commission.

EXECUTIVE SUMMARY

The City of Fresno Department of Public Works, Traffic and Engineering Services Division submitted Plan Amendment A-10-001 for an Official Plan Line (OPL) for the East McKinley Avenue alignment between North Fowler Avenue and North Temperance Avenue to the Planning Commission for a recommendation of approval on August 20, 2014. The Plan Amendment included the following:

- 1) Designation of OPL for new alignment of McKinley Avenue along the Floradora Avenue alignment between Temperance and Fowler Avenues.
- 2) Repeal of the East McKinley alignment between Temperance and Clovis Avenues.
- 3) Reclassification of East McKinley Avenue (Floradora Avenue between Fowler and Temperance Avenues) from an Arterial to a Collector street.

However, there was significant public input in opposition to the proposed alignment at the August 20th meeting and the Planning Commission requested a Workshop to review the history behind the proposal and to consider other options for alignment of East McKinley Avenue between Clovis and Temperance Avenues. In response, the Development, Airports and Public Works Departments have developed a workshop to address Planning Commission concerns.

PUBLIC PARTICIPATION

Although not required for Workshop purposes a Public Notice was mailed on October 22, 2014 to neighbors within 500 feet of all options for the East McKinley Avenue alignment.

BACKGROUND / ANALYSIS

The 2025 General Plan alignment for McKinley Avenue between Clovis and Temperance Avenues is located on the south side of Mill Ditch. This current alignment was identified as having the following constraints, resulting in the request to relocate or remove this section of the East McKinley alignment:

- Airport Safety Zone is located along East McKinley in the vicinity of Clovis to Fowler, prohibiting further development (Attachment A, slides 10 and 13)
- Railroad infrastructure is located at Clovis and McKinley, requiring a Railroad crossing at a busy intersection (Attachment A, slides 8, 9 and 22)
- Mill Ditch and infrastructure is located along alignment, requiring a bridge crossing the Ditch and modifications to Fresno Irrigation District infrastructure (Attachment A, slides 8, 9 and 22)
- Pedestrian/Bicycle/Equestrian Trail alignment runs along the south side of Mill Ditch and the alignment (Attachment A, slides 9 and 29)
- County subdivision (T 4708) built over the 2025 General Plan McKinley alignment (Attachment A, slides 8, 9 and 22)

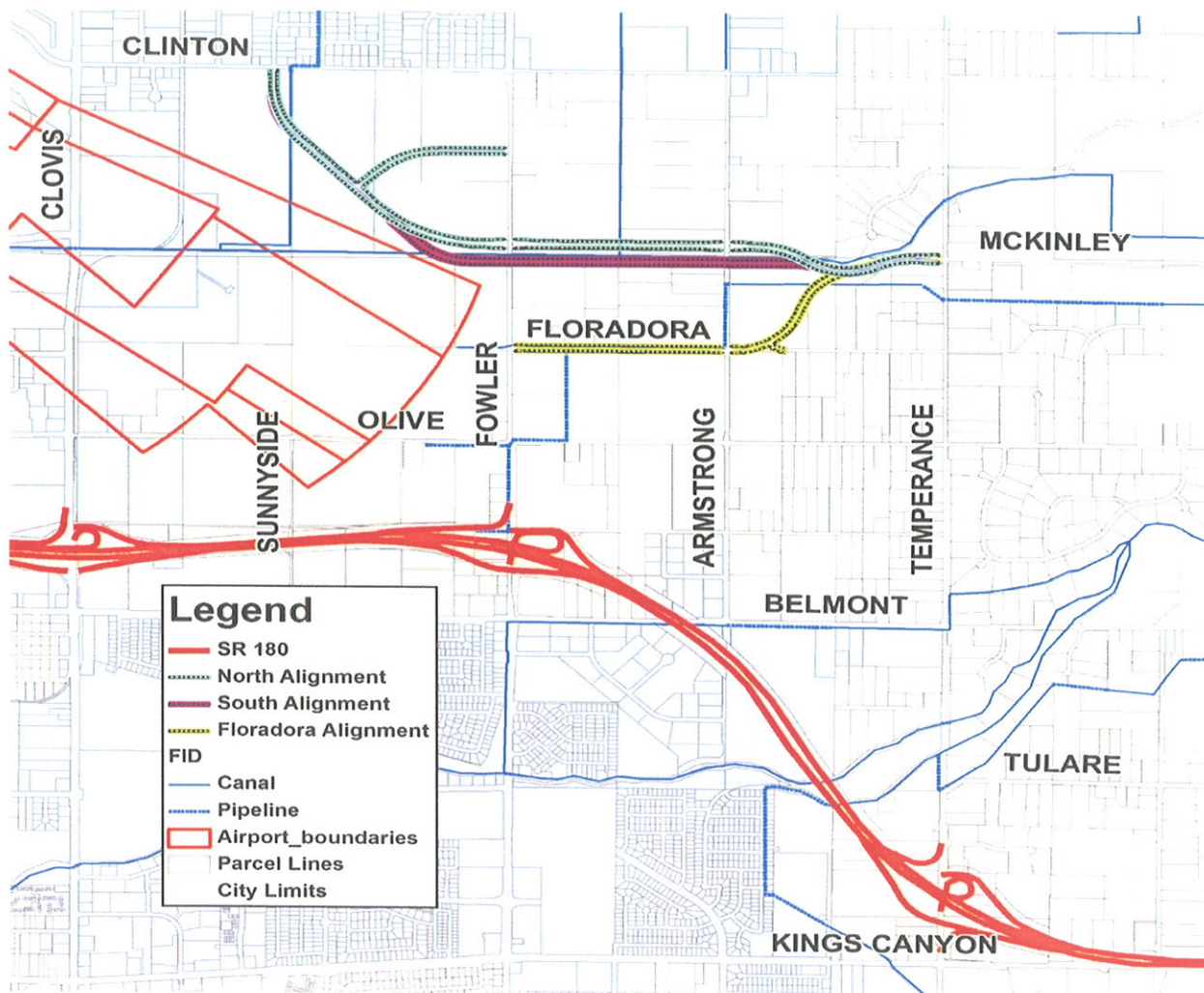
Due to the Airport Safety Zone constraints, the McKinley alignment between Clovis and Fowler is no longer feasible. This section will be modified through the General Plan Update process. The Airports Department has re-affirmed its recommendation that construction of East McKinley Avenue between Clovis and Fowler Avenues would not be consistent with Airport regulations.

For the section of the McKinley alignment between Fowler and Temperance Avenues, the following alignment options will be discussed at the workshop:

1. 2025 General Plan – traverses in a straight line along the north side of Mill Ditch from Clovis to Temperance.
2. North – traverses Fowler north of Mill Ditch, east past Armstrong, then south across Mill Ditch, then east to Temperance.
3. Floradora – traverses to north of Mill Ditch, turns south on Fowler, then east on Floradora, then northeast to Temperance.

4. South – traverses south of Mill Ditch, then runs east to Temperance.
5. No Build – East McKinley Avenue or other alternative alignment would not be constructed.

The map below shows the East McKinley alignment options:



Analysis and comparison of each of these alternatives is contained in Attachment A, the Workshop Presentation for the East McKinley Avenue alignment options.

Attachments: A) East McKinley Avenue Alignment Options Workshop Presentation slides
B) A-10-001 Planning Commission Staff Report for August 20, 2014
C) Public Notice Map

Attachment A
East McKinley Avenue Alignment Options Workshop
Presentation Slides

WORKSHOP
on the
East McKinley Avenue Alignment
between
Clovis and Temperance Avenues

by
*the Departments of Public Works, Airports and
Development and Resource Management*



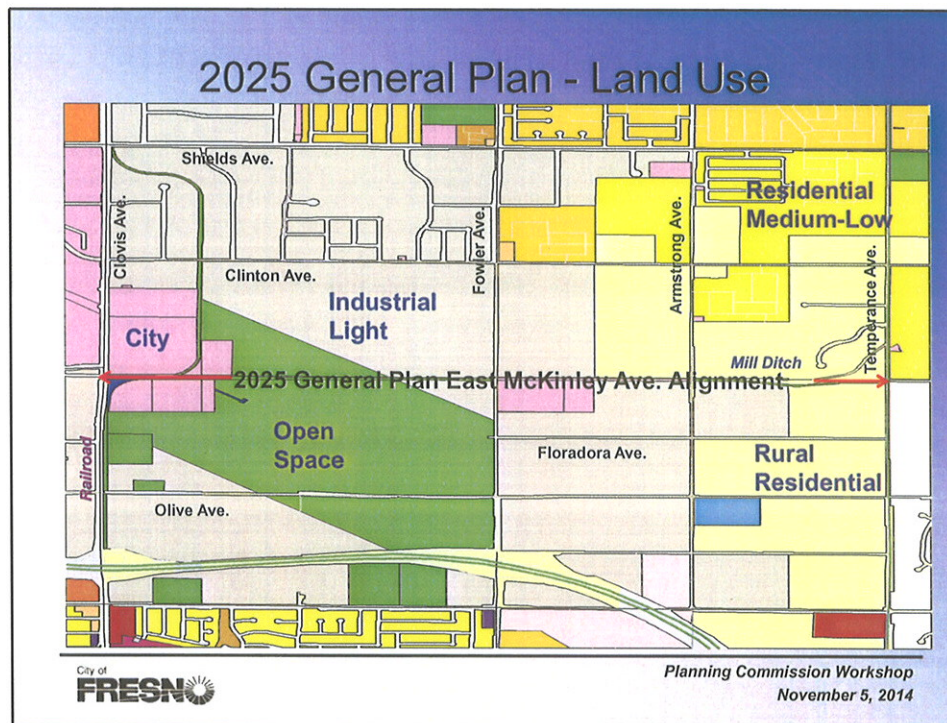
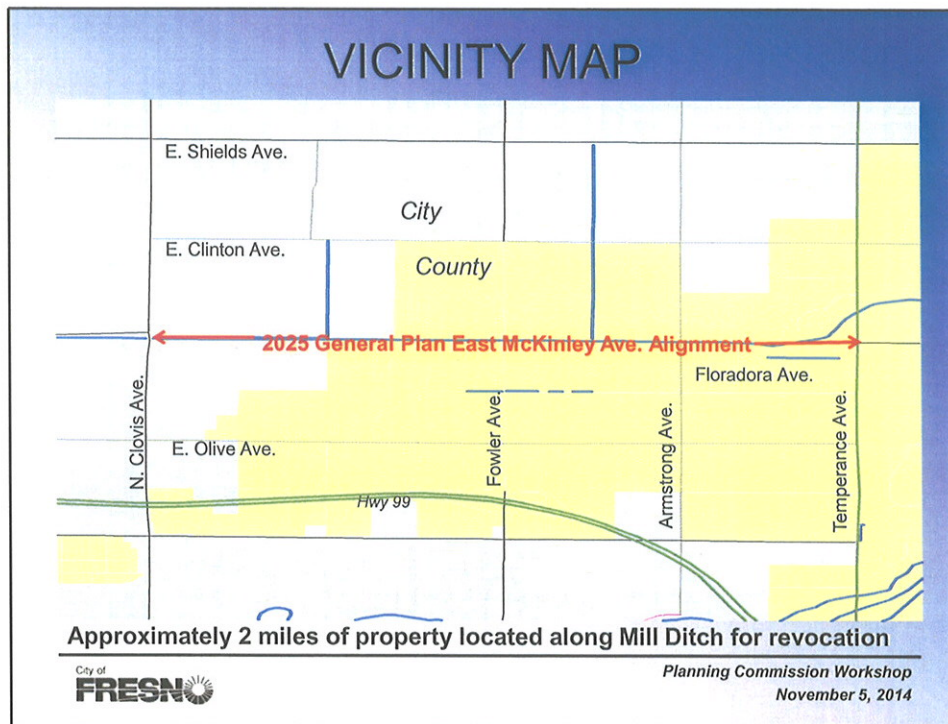
Planning Commission Workshop
November 5, 2014

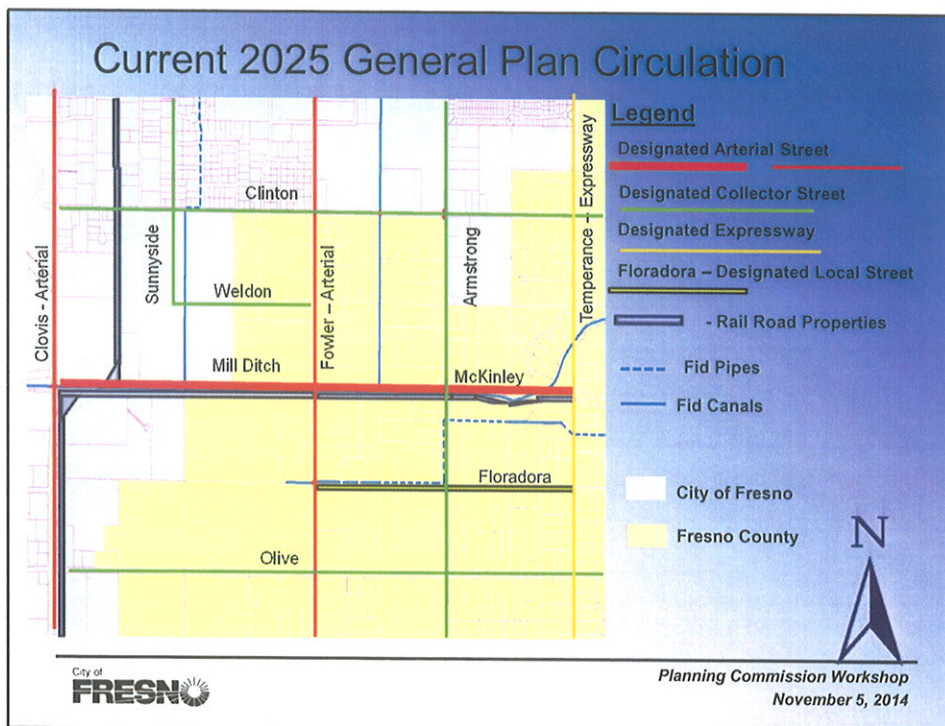
Workshop requested by the Planning
Commission to:

- Review airport and other constraints
- Consider alignment options
- Provide direction



Planning Commission Workshop
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BACKGROUND

WHAT TRIGGERED THE NEED FOR AN OFFICIAL PLAN LINE FOR THIS SECTION OF THE EAST MCKINLEY ALIGNMENT?

- Proposed Development coming into the Development & Resource Management Department within the area
- Request was made to the Public Works Department on how the alignment should work for transitioning traffic through the area
- Current 2025 General Plan Alignment does not line up with the Section Line and would need to be offset

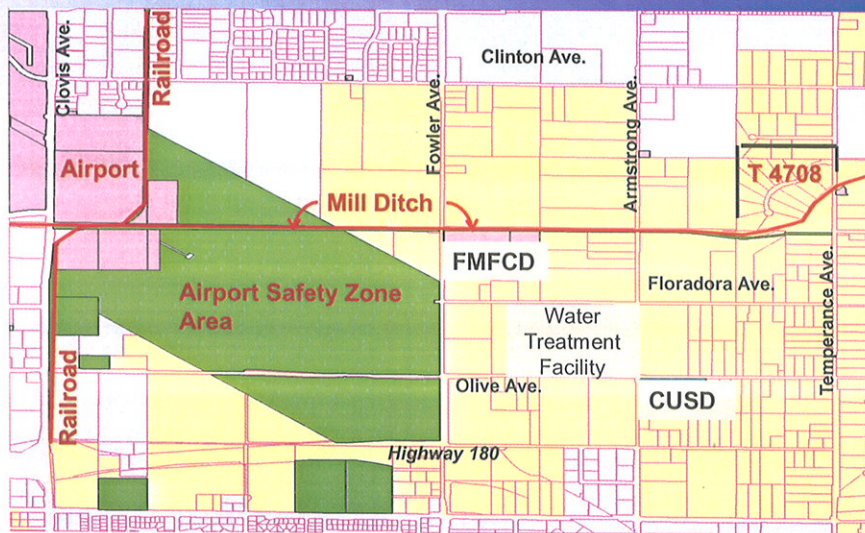
Constraints of the Current 2025 General Plan Alignment

- Airport safety zone along East McKinley
- Railroad infrastructure at Clovis/McKinley
- Mill Ditch and infrastructure along McKinley
- County subdivision (T 4708) built over the 2025 General Plan McKinley alignment
- Trail alignment along Mill Ditch

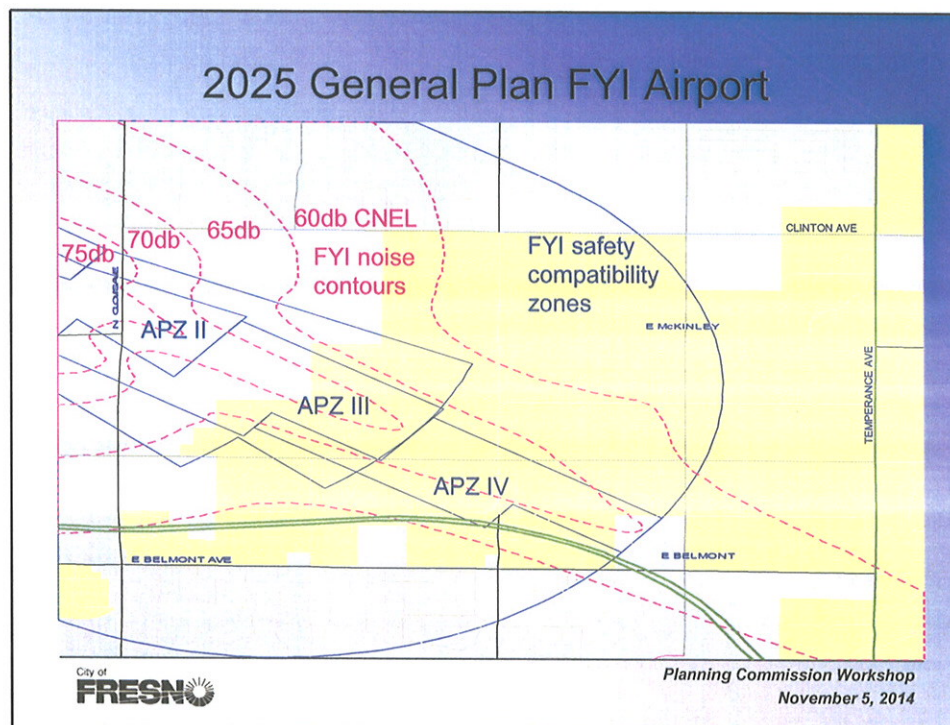
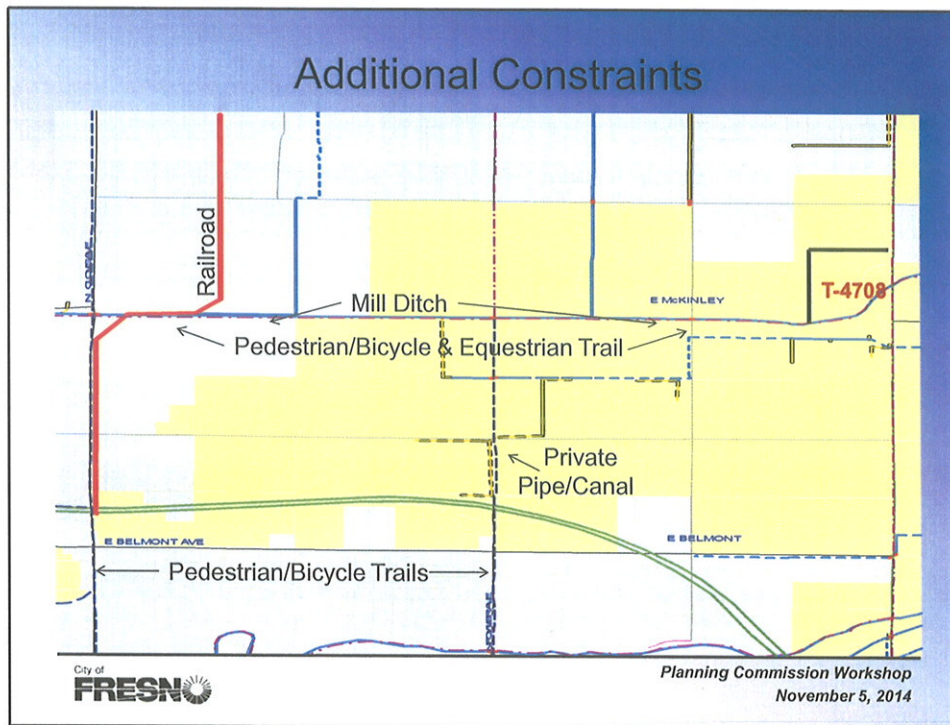


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2025 General Plan Alignment Constraints



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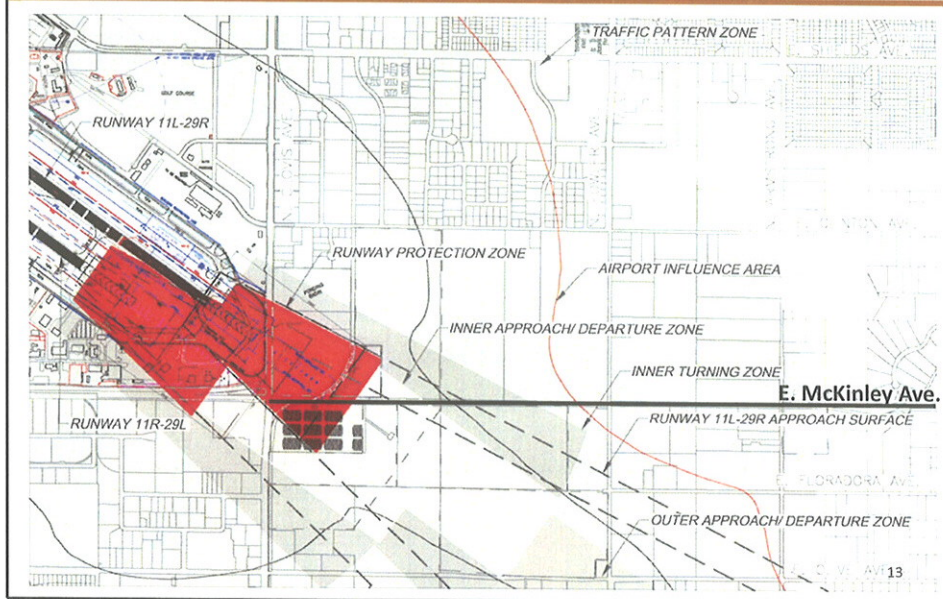




Airport Viability

- FAT provides a \$384 million economic impact
 - Major transportation source for the Central California Region
 - FATs viability is critical to serving the regions growth
- FAT is a federally obligated facility
 - Must comply with FAA Grant Assurances
 - Numerous non-compliance consequences
- FAT Land Use compatibility Plan adopted August 30, 2012
 - Required by federal (FAA Grant Assurance No. 21) and state (CPUC 21670) regulations
 - Addresses FAA and State of California safety and noise regulations

Airport Safety Zones

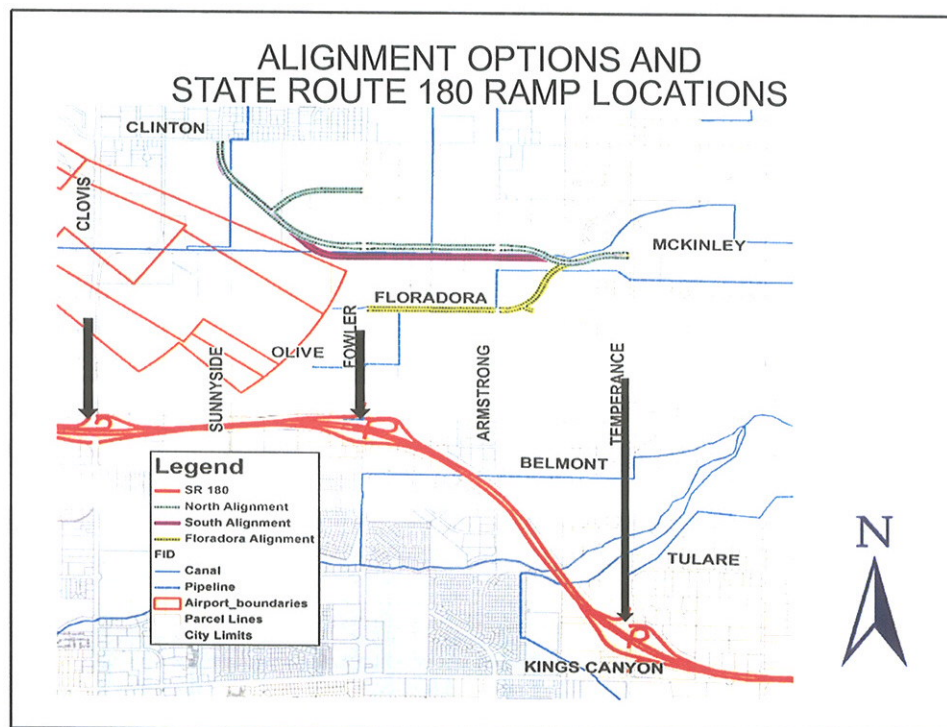


Airport Safety Zones

- Per Federal Aviation Administration (FAA) Advisory Circular 150/5300-13A, Standards for Airport Design, and the California Airport Planning Land Use Handbook:
 - The Runway Protection Zone (RPZ) function is to enhance the protection of people and property
 - Control is exercised through acquisition of property interest in the RPZ.
 - Airport sponsors should own the property under the runway approach areas to at least the limits of the RPZ.
 - It is desirable to clear the RPZ of incompatible objects and activities.
 - FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses.
 - New public roads are not permissible within the RPZ
- The City of Fresno Airports Department owns the property within the RPZ. FAA regulations require the Airport Sponsor to maintain property interest to ensure protection from obstructions and incompatible land uses. Sale or release of RPZ Airport property would not be permitted by the FAA.

Keeping Airport Viable

- Impact of Non-Compliance/Encroachment
 - Violation of federal grant assurances
 - Inconsistent with adopted FAT Land Use Compatibility Plan
 - Inconsistent with adopted Fresno County Airport Land Use Commission Plan.
 - Potential loss of FAA grant funding
 - Potential loss of all DOT funding
 - Reduced FAA landing and departure standards
 - Reduction/loss of air service
 - Jeopardize FAA and State of California operating certificates as a commercial air service airport
- Safety impacts extend 20 miles beyond airport boundary



CONSTRAINT COMPARISON

The following is based on research and analysis of the area being affected by the proposed designs between Fowler and Temperance:

OPTIONS	PARCELS	BUILDINGS	BRIDGE	RAIL ROAD CROSSINGS/PROPERTY
2025 General Plan	7	1	1	0
North Alignment	8	0	1	1 near McKinley Connection
Floradora Alignment	4	0	0	1 near McKinley Connection
South Alignment	8	2	1	In Rail Road Properties Entire Length

AN INITIAL DESIGN WAS PREPARED AND ANALYZED (NORTH ALIGNMENT)

- Traffic Impact Study prepared
- Discussions of impacts and constraints with Traffic and City Engineer
- Determination was made to look for an alternate route between Fowler and Temperance
- The portion between Clovis and Fowler was to be added to the 2035 General Plan Update

THE FLORADORA ALIGNMENT BETWEEN FOWLER AND TEMPERANCE WAS SELECTED FOR DESIGN

- Traffic Impact Study was amended
- Proposed alignment was approved by Traffic and City Engineer
- Presented to the public at a neighborhood meeting
- Redesigned to further reduce the impact of the curve on parcels between Temperance and Armstrong
- A second neighborhood meeting was held
- Requested the Environmental Assessment
- Presented Proposed Floradora Alignment to Planning Commission



Planning Commission Workshop
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THE TRAFFIC IMPACT STUDY COMPARED THE CIRCULATION SHIFT AND OPERATIONS OF THE SURROUNDING ROADWAYS USING THE FOLLOWING SCENARIOS:

- Current 2025 General Plan Alignment
- North Alignment
- Floradora Alignment
- South Alignment (not studied)
- "No Build"



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TRAFFIC IMPACT STUDY OUTCOMES

- It was determined that the current designation for McKinley between Clovis and Temperance would be reclassified from an Arterial Street to a Collector street.
- The following slides will show the resulting traffic deficiencies at the various intersections studied for left-turn queue lengths and levels of service.

Current 2025 GP



With the **Current 2025 General Plan Alignment**, the following locations are projected to operate at a LOS E or F during either the AM and/or PM peak hours:

- Clovis at McKinley – LOS E – AM/PM peak hour

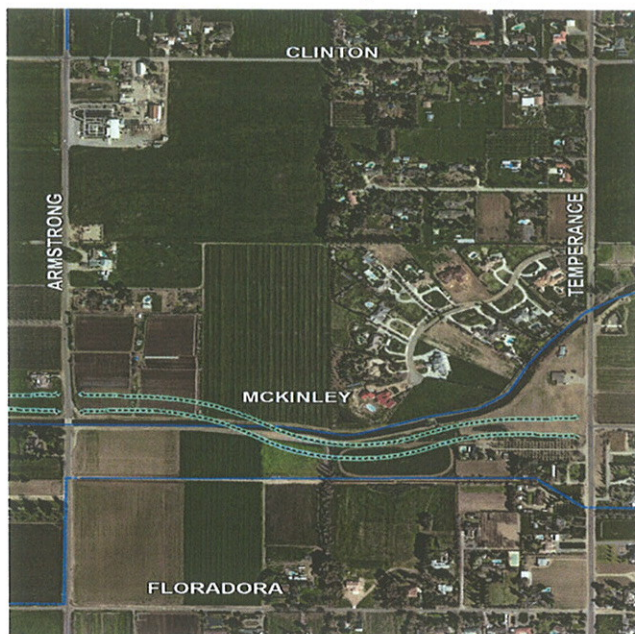
Queuing deficiencies for the **Current 2025 General Plan Alignment** were projected to exceed either their existing storage length or the P-69 standard 200/250 feet at the following locations:

- | | |
|---|---|
| <ul style="list-style-type: none"> ○ Clovis at Clinton <ul style="list-style-type: none"> ▪ WBL – AM/PM peak hours ▪ SBL – AM/PM peak hours ○ Clovis at McKinley <ul style="list-style-type: none"> ▪ NBL – AM/PM peak hours ▪ EBL – PM peak hour only ○ Fowler at McKinley <ul style="list-style-type: none"> ▪ WBL – PM peak hour only ▪ NBL – PM peak hour only ○ Armstrong at Clinton <ul style="list-style-type: none"> ▪ NBL – PM peak hour only ○ Temperance at Clinton <ul style="list-style-type: none"> ▪ WBL – AM/PM peak hours ○ Armstrong at McKinley <ul style="list-style-type: none"> ▪ EBL – PM peak hour only ▪ NBL – PM peak hour only | <ul style="list-style-type: none"> ○ Temperance at McKinley <ul style="list-style-type: none"> ▪ EBL – PM peak hour only ▪ NBL – PM peak hour only ○ Fowler at Floradora <ul style="list-style-type: none"> ▪ WBL – PM peak hour only ○ Armstrong at Floradora <ul style="list-style-type: none"> ▪ EBL – PM peak hour only ▪ WBL – PM peak hour only ○ Temperance at Floradora <ul style="list-style-type: none"> ▪ EBL – PM peak hour only ○ Fowler at Olive <ul style="list-style-type: none"> ▪ EBL – PM peak hour only ▪ WBL – AM peak hour only |
|---|---|

North Alignment



Mill Ditch - Major Bridge



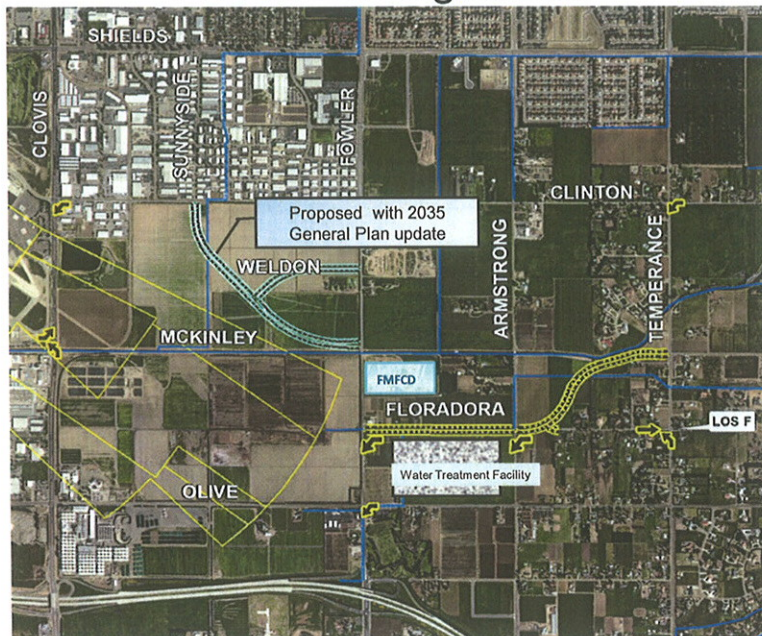
With the proposed **North Alignment**, the following locations are projected to operate at a LOS E or F during either the AM and/or PM peak hours:

- (Minimum Lane Configurations)
 - No Level of Service deficiencies were identified
- (Minimum Lane Configurations with Dual NB Lefts at Clovis/McKinley)
 - No Level of Service deficiencies were identified

Queuing deficiencies for the proposed **North Alignment** were projected to exceed either their existing storage length or the P-69 standard 200/250 feet at the following locations:

- (Minimum Lane Configurations)
 - **Clovis at Clinton**
 - WBL – AM/PM peak hours
 - SBL – AM/PM peak hours
 - **Clovis at McKinley**
 - EBL – PM peak hours
 - NBL – AM/PM peak hours
 - **Fowler at McKinley**
 - NBL – PM peak hours
- (Minimum Lane Configurations with Dual NB Lefts at Clovis/McKinley)
 - **Clovis at Clinton**
 - WBL – AM/PM peak hours
 - SBL – AM/PM peak hours
 - **Clovis at McKinley**
 - EBL – PM peak hours
 - **Fowler at McKinley**
 - NBL – PM peak hours

Floradora Alignment



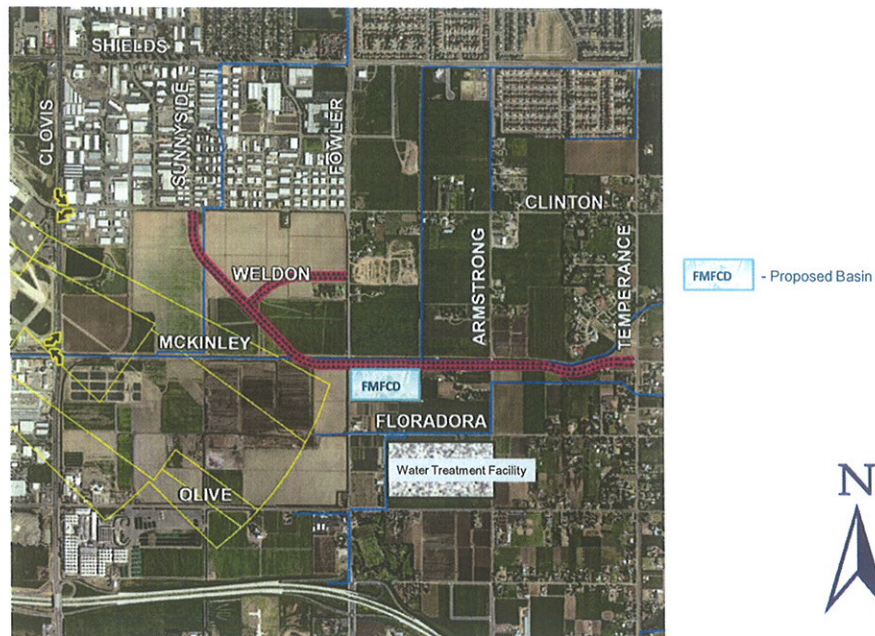
With the proposed Floradora Alignment, the following locations are projected to operate at a LOS E or F during either the AM and/or PM peak hours:

- Temperance at Floradora
 - Eastbound (EB) approach – LOS F - AM/PM peak hours
 - Northbound (NBL) left – LOS F – PM peak hour

Queuing deficiencies for the proposed Floradora Alignment were projected to exceed either their existing storage length or the P-69 standard 200/250 feet at the following locations:

- Clovis at Clinton
 - WBL – AM/PM peak hours
- Clovis at McKinley
 - NBL – AM peak hour only
 - EBL – PM peak hour only
- Temperance at Clinton
 - WBL – PM peak hour only
- Fowler at Floradora
 - WBL – AM/PM peak hours
- Armstrong at Floradora
 - WBL – PM peak hour only
- Fowler at Olive
 - WBL – AM peak hour only

South Alignment



"No Build"



With the **No Build Alignment**, the following locations are projected to operate at a LOS E or F during either the AM and/or PM peak hours:

- **Clinton at Fowler**
 - EBL – LOS F – AM peak hour
 - WBL – LOS E – AM / LOS F – PM
 - NBL – LOS F – PM peak hour
 - SBL – LOS E – AM/PM peak hours
- **Clinton at Temperance**
 - EBL – LOS E – PM peak hour
 - WBL – LOS F – AM / LOS E – PM
 - NBL – LOS E – PM
 - SBL – LOS F – AM/PM peak hours
- **Clovis at McKinley**
 - NBL – LOS E – PM peak hour
- **McKinley at Temperance**
 - WBL – LOS F – PM peak hour
- **Floradora at Temperance**
 - EB approach – LOS F – PM peak hour
- **Olive at Clovis**
 - NBL – LOS E – AM peak hour
 - EBT – LOS F – PM peak hour
 - SBL – LOS E – PM peak hour
- **Olive at Fowler**
 - WBL – LOS F – AM peak hour
 - EBL – LOS E – PM peak hour
 - NBL – LOS F – AM peak hour
- **SR 180 EB ramps at Fowler**
 - EBL – LOS E – PM peak hour
 - SBL – LOS E – AM/PM

Queuing deficiencies for the **No Build Alignment** were projected to exceed either their existing storage length or the P-69 standard 200/250 feet at the following locations:

- **Clinton at Armstrong**
 - EBL – PM peak hour only
- **Temperance at Clinton**
 - WBL – AM/PM peak hours
- **Clovis at McKinley**
 - EBL – PM peak hour only
 - NBL – AM peak hour only
- **Temperance at McKinley**
 - WBL – PM peak hour only
 - SBL – PM peak hour only
- **Fowler at Floradora**
 - WBL – AM/PM peak hours
- **Fowler at Olive**
 - WBL – AM peak hour only
- **Armstrong at Olive**
 - NBL – PM peak hour only
- **Temperance at Olive**
 - EBL – PM peak hour only

TRAFFIC IMPACT COMPARISON

OPTIONS	Number of Intersections with LOS E or F	Queuing Deficiencies
2025 General Plan	2	22
North Alignment	0	13
Floradora Alignment	3	9
South Alignment	Not Studied	Not Studied
No Build	24	12

OVERALL IMPACT COMPARISON

IMPACTS	2025 General Plan	North Alignment	Floradora Alignment	South Alignment	No Build
PARCELS	7	8	4	8	0
BUILDINGS	1	0	0	2	0
BRIDGE	1	1	0	1	0
RAILROAD CROSSING/PROPERTY	0	1	1	Entire Length	0
LOS E OR F	2	0	3	NS	24
QUEUING DEFICIENCIES	22	13	9	NS	12
TOTAL	33	23	17	11 +	36 +

The above table concludes Public Work's analysis of the various design options and their impacts.

Conclusion

- Planning Commission direction is requested
- Staff will identify the next steps

Attachment B
A-10-001 Planning Commission Staff Report for
August 20, 2014



REPORT TO THE PLANNING COMMISSION

AGENDA ITEM NO. IX.B.

COMMISSION MEETING 08/20/14

August 20, 2014

APPROVED BY

FROM: SCOTT L. MOZIER, PE, City Engineer/Asst. Director
Public Works Department, Engineering Division


DRM DEPARTMENT DIRECTOR

MIKE SANCHEZ, Assistant Director
Development and Resource Management Department


PW DEPARTMENT DIRECTOR

THROUGH: SOPHIA PAGOULATOS, Planning Supervisor
Development Division

BY: LAUREN FILICE, Planner III
Development Division

SUBJECT: CONSIDERATION OF PLAN AMENDMENT NO. A-10-001 AND RELATED
ENVIRONMENTAL ASSESSMENT No. EA-10-001, AN OFFICIAL PLAN LINE
(OPL) FOR EAST MCKINLEY AVENUE AND RELATED ENVIRONMENTAL
ASSESSMENT.

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. RECOMMEND APPROVAL (to the City Council) of the adoption of the Mitigated Negative Declaration which was prepared for Plan Amendment Application No. A-10-001.
2. RECOMMEND APPROVAL (to the City Council) of Plan Amendment A-10-001, an Official Plan Line (OPL) for East McKinley Avenue from North Temperance to North Fowler Avenues and amendment of Fresno's 2025 General Plan to repeal the entire section of the current McKinley alignment located between North Clovis and North Temperance Avenues. The Plan Amendment also includes reclassification of East McKinley Avenue (and corresponding OPL) from an Arterial to a Collector between Fowler and Temperance Avenues.

EXECUTIVE SUMMARY

The City of Fresno Department of Public Works, Traffic and Engineering Services Division has submitted Plan Amendment A-10-001 for an Official Plan Line (OPL) for the East McKinley Avenue alignment between North Temperance Avenue and North Fowler Avenue. The Plan Amendment includes the following:

- 1) Designation of OPL for new alignment of McKinley Avenue to the Floradora Avenue alignment between Temperance and Fowler Avenues.
- 2) Repeal of OPL for McKinley between Temperance and Clovis Avenues.
- 3) Reclassification of OPL for McKinley Avenue (to Floradora Avenue between Temperance and Fowler Avenues) from an Arterial to a Collector street.

PROJECT INFORMATION

PROJECT	Plan Amendment Application No. A-10-001 proposes an Official Plan Line (OPL) for East McKinley Avenue from North Temperance to Fowler Avenues. The proposal will amend Fresno's 2025 General Plan to repeal the entire section of the McKinley alignment located between North Clovis and North Fowler Avenues and to realign the section between North Fowler and North Temperance Avenues. The Plan Amendment also includes reclassification of East McKinley Avenue (and corresponding OPL) from an Arterial to a Collector between Fowler and Temperance Avenues.
APPLICANT	City of Fresno, Public Works Department, Engineering Services Division On BEHALF of the City of Fresno
LOCATION	OPL for East McKinley Avenue from North Temperance to North Fowler Avenues; and repeal of McKinley alignment between North Clovis and North Fowler Avenues (Council District 4, Councilmember Caprioglio)
SITE SIZE	Approximately 2 miles of 2 to 4 lane width roadway for repeal; and Approximately 3,000 feet of 2 lane width roadway for new OPL.
PLANNED LAND USE	Existing - OPL area designated County rural agriculture Proposed - City roadway OPL, no change to planned use.
ZONING	Existing - AE-20 (<i>Exclusive Agriculture</i>), Fresno County Proposed - City roadway OPL, no change to zoning.
PLAN DESIGNATION AND CONSISTENCY	Pursuant to Exhibit 7 (Transportation Element, Streets and Highways Map) of the 2025 Fresno General Plan and Section 12-703 (Official Plan Line Maps) of the FMC, and the Transportation Element of the McLane Community Plan, the repeal of the current OPL and proposed OPL classification of the subject property may be found consistent.
ENVIRONMENTAL FINDING	Finding of a Mitigated Negative Declaration filed on July 18, 2014.
PLAN COMMITTEE RECOMMENDATION	District 4 Plan Implementation Committee is expected to provide a recommendation prior to Council consideration.
STAFF RECOMMENDATION	Recommend Approval to the City Council of: (1) Adoption of the Mitigated Negative Declaration prepared for Environmental Assessment No. A-10-001; and (2) Plan Amendment Application No. A-10-001.

BORDERING PROPERTY INFORMATION

	Planned Land Use	Existing Zoning	Existing Land Use
North	Light Industrial and Residential Low Density	R-A R-1-A County A-20	Vacant / Agricultural and Single Family Residential
South	Airport / Recreational, Industrial Light, and Residential Low Density	M-1 County A-20	Vacant / Agricultural and Single Family Residential
East	Residential Med-Low Density and Southeast Growth Area	County A-20	Vacant / Agricultural and Single Family Residential
West	Airport and Industrial Light	M-1 M-3	FYI Airport and Light / Heavy Industrial

ENVIRONMENTAL FINDING

An environmental assessment initial study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies pertinent to the project area, including the Master Environmental Impact Report (MEIR) No. 10130 for the 2025 Fresno General Plan (SCH#2001071097) and Mitigated Negative Declaration (MND) No. A-09-02 (SCH#2009051016). These environmental and technical studies have examined traffic carrying capacity of the planned major street system; projected sewage generation rates of planned urban uses, the capacity of existing sanitary sewer collection and treatment facilities, and optimum alternatives for increasing capacities; groundwater aquifer resource conditions; water supply production and distribution system capacities; and, student generation projections and school facility site location identification.

The proposed amendment of the adopted OPL for East McKinley Avenue has been determined to not be fully within the scope of MEIR No. 10130 as provided by the CEQA, as codified in the Public Resources Code (PRC) Section 21157.1(d) and the CEQA Guidelines Section 15177(c) due to the reclassification of East McKinley Avenue (and corresponding OPL) from an Arterial to a Collector between Fowler and Temperance Avenues. It has been further determined that all applicable mitigation measures of MEIR No. 10130 and MND No. A-09-02 have been applied to the project, together with project specific mitigation measures necessary to assure that the project will not cause significant adverse cumulative impacts, growth inducing impacts and irreversible significant effects beyond those identified by MEIR No. 10130 or MND No. A-09-02 as provided by CEQA Section 15178(a). In addition, pursuant to Public Resources Code, Section 21157.6(b)(1), staff has determined that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available. Therefore, it has been determined based upon the evidence in the record that the project will not have a significant impact on the environment and that the

filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA Section 21157.5(a)(2) and CEQA Guidelines Section 15178(b)(1) and (2).

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and has prepared a draft mitigated negative declaration for this project. A public notice of the attached mitigated negative declaration finding for Environmental Assessment Application No. A-10-001 was published on July 18, 2014 with no comments or appeals received to date.

BACKGROUND / ANALYSIS

The City of Fresno, Public Works Department, Engineering Services Division has prepared a proposal for an Official Plan Line (OPL) for East McKinley Avenue from North Temperance to Fowler Avenues. The proposal will amend Fresno's 2025 General Plan to repeal the entire section of the McKinley alignment located between North Clovis and North Fowler Avenues, currently planned as an Arterial street. The proposal also includes realignment of the section between North Fowler and North Temperance Avenues along Floradora Avenue and reclassification as a Collector street. The proposed realignment will curve south-westerly from the intersection of McKinley and Temperance to align with East Floradora Avenue at the intersection of North Armstrong Avenue. From the intersection McKinley will follow the Floradora alignment west and connect to North Fowler Avenue.

The project area is bounded on the north by the Mill Ditch canal along the current East McKinley Avenue OPL, and on the south by East Floradora Avenue in the area between North Clovis and North Temperance Avenues. On the east side of the project area, west of North Temperance Avenue and south of the Mill Ditch, properties have been developed with single family residences at rural densities in the County. Proceeding westerly, in the vicinity of North Armstrong Avenue, development remains agricultural in nature. Continuing west along East Floradora, and west of North Fowler Avenue properties are within the Fresno Yosemite Airport over-flight zone, are within the County and undeveloped. Properties west of North Sunnyside Avenue are in the over-flight zone, undeveloped and planned for light industrial or Airport open space.

The McKinley alignment is not currently a developed road, is identified as a bicycle and pedestrian trail, and is located adjacent to the Mill Ditch irrigation canal and appurtenant infrastructure. Adjacent properties range between half to seventy acres, some developed with rural residential uses, while others are undeveloped land. The adjacent area is currently within the County of Fresno and the sphere of influence of the City of Fresno as identified in the 2025 General Plan.

The section of the McKinley OPL to be re-aligned and reclassified as a Collector street runs south-westerly from the intersection of East McKinley and North Temperance where half to one-acre parcels are rural residential, then to the intersection of East Floradora and North Armstrong through County properties from six to thirty acres that are largely undeveloped or vacant. From that point the re-alignment runs west along East Floradora through undeveloped area to the intersection with North Fowler, where a 30+ acre active farm with two home-sites is located on the north side of Floradora.

A General Plan Amendment to the Circulation Element of the 2025 Fresno General Plan is requested for property generally located along the planned, currently proposed, East McKinley Avenue alignment along Floradora Avenue from North Fowler Avenue to Temperance Avenue. The amendment would re-classify McKinley along the new alignment from the designated Arterial type street to a Collector type street. This reclassification is based on a Traffic Impact Study of the area prepared by the consultant.

The Public Works Department encountered many issues for the initial design of the East McKinley alignment which was to continue east from Clovis Avenue adjacent to Mill Ditch to connect with

McKinley at North Temperance Avenue. For this section of McKinley, the major issue in the initial design was the tract of land at the north-west corner of Temperance and McKinley, north of Mill Ditch, which required a major bridge west of the tract crossing to the south in order to make the connection with Temperance. The Public Works Department, Traffic and Engineering Division held a public meeting on September 30, 2013 for Plan Amendment No. A-10-001, the initial revised OPL for the West McKinley Avenue alignment between North Temperance and North Fowler Avenue. Corrections to the OPL were then made to reflect concerns of property owners and neighbors, who had objections to the division of parcels that would result from the proposed OPL. The current OPL proposal affects is APN 310-080-n/a, situated at North Armstrong between East Floradora and the Mill Ditch, upon which the southwest corner will be cut off by the OPL. A small section of the northwest corner of the adjacent parcel (APN 310-081-04S) to the east is likewise affected. The OPL affects the north side of the next parcel to the east (APN 310-081-05), cutting through the northwest corner of the property and traversing south along the Mill Ditch, thence crossing Mill Ditch to traverse through APN 310-010-06SU to join the current McKinley alignment at North Temperance Avenue.

Other issues included Fresno Irrigation District infrastructure crossings over Mill Ditch, pedestrian trail connections, the flow of traffic connecting at Clinton and Sunnyside, railroad crossings and Fresno International Airport fly-over zones. Additionally, the owners of property to be affected by the proposed new alignment objected to the OPL cutting through their parcels. The parcel most affected is APN 310-080-n/a, situated at North Armstrong between East Floradora and the Mill Ditch, upon which the southwest corner will be cut off by the OPL. The OPL cuts off the northwest corner of the adjacent parcel (APN 310-081-04S) to the east. The OPL continues through the top of the next parcel to the east (APN 310-081-05), cutting through the northwest corner of the property and traversing south along the Mill Ditch, thence crossing Mill Ditch to traverse through APN 310-010-06SU to join the current McKinley alignment at North Temperance Avenue. The proposed alignment avoids the majority of Mill Ditch and the McKinley trail entirely, requires no additional railroad crossings and is further from the Airport, where noise levels are reduced and the landing planes are less distracting to drivers.

Land Use Plans and Policies

As the current East McKinley OPL was originally planned by the 2025 Fresno General Plan as an Arterial street, repeal and re-alignment are required to comply with the procedures for said action as defined in Section 12-703 (Official Plan Line Maps) of the Fresno Municipal Code as to the procedures for adopting official Plan Lines. Additionally, the proposed OPL must be consistent with the goals, objectives and policies of the 2025 Fresno General Plan, including:

Objective E-1) provide a complete and continuous streets and highways system throughout the metropolitan area that provides efficient movement of people and goods; Policy E-1-c) give the highest priority to street and highway improvements that will not jeopardize or negatively impact neighborhoods or other sensitive land uses, with consideration to added safety, air quality, maintenance of capacity and pavement integrity, facilitation of multi-modal transportation system, and increased efficiency; and Objective E-2) maintain a coordinated land use and circulation system that conforms to planned growth, minimizes traffic conflicts, reduces impacts on adjacent land uses, and preserves the integrity of existing neighborhoods.

The McLane Community Plan, which was adopted by the Fresno City Council in 1979, provides that while substantial urban growth was projected to occur for the area east of Clovis Avenue, the area had not developed as once expected; and, calls out probable reasons for the lack of development including the physical barrier of the Airport, the lack of urban services, the limited access to the main body of the community and a history of metropolitan growth which emphasized north and northwestern development. However, in the wake of the development boom of the early 2000's substantial activity

and interest in the area east of Clovis Avenue and north of McKinley Avenue for residential development is apparent; especially along the East Shields Avenue corridor. This recent residential development activity has provided for the extension of access and urban services in the vicinity of the project area. Furthermore, the City of Clovis has steadily expanded over the years with residential development extending southerly to the northern limits of the City of Fresno 2025 Fresno General Plan boundary.

As residential development to the south of the current McKinley alignment is expected to continue, albeit at a slower pace, a contiguous network for service delivery to the area must be facilitated. Approval of the proposed plan amendment and OPL to revoke the current OPL along East McKinley Avenue and realign the OPL from North Temperance at McKinley Avenues, southwest to the intersection with North Fowler and East Floradora Avenues, then along Floradora to North Fowler provides for the orderly completion and connection of development and infrastructure in the immediate vicinity in a manner which is consistent with both the existing and planned urban form for the area.

The repeal of the current OPL and proposed OPL classification of the subject property is inconsistent with Exhibit 7 (Transportation Element, Streets and Highways Map) of the 2025 Fresno General Plan which illustrates the current East McKinley alignment as an Arterial street. However, the proposal is consistent with Objectives E-1 and E-2 of the General Plan, Transportation Element goals of the McLane Community plan, and with Section 12-703 (Official Plan Line Maps) of the FMC which identifies Plan Line procedures, and Section 12-401 of the FMC (General Procedures) related to the decision making process. Therefore it is staff's opinion that the proposed project is consistent with respective general plan objectives and policies and with requirements of the Fresno Municipal Code.

Circulation Element Plan Policies and Major Street System Traffic Capacity

The proposal will amend Fresno's 2025 General Plan to repeal the entire section of the McKinley alignment located between North Clovis and North Fowler Avenues, to realign the section between North Fowler and North Temperance Avenues, and reclassification of Floradora Avenue from Temperance to Fowler from an Arterial to a Collector street.

The Traffic Study for the realignment of the East McKinley Official Plan Line was prepared by Ruth Davis at ND Engineering on January 11, 2013 (incorporated herein for reference) for the proposed project and other options indicates that the proposed Floradora alignment has a level of service (LOS) 'F' at the eastbound approach, and a LOS 'D' at the northbound approach to the Temperance and Floradora intersection, affecting only two intersections in the study area.

Recommendations for the proposed Floradora alignment include that the Floradora and Temperance intersection be modified to allow one of the following options: Either the Floradora at Temperance intersection should be signalized using northbound left-turns as the minor street approach, or modify the intersection to only allow left-turns in and right-turns out - or - right-turns out only. Therefore, the TIS identifies the proposed Floradora alignment as the option of least impact on LOS and queue lengths. With the more consistent traffic flow allowed by the proposed Floradora alignment, less traffic is allowed to stand and wait, thus resulting in more efficient traffic flows. Further, the proposed McKinley alignment to Floradora is a Collector street, and will carry less traffic than the prior McKinley OPL, which was classified as an Arterial.

The re-alignment of the OPL is the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area. The proposed street will provide adequate access to, and recognize the traffic generating characteristics of, individual properties and, at the same time, afford the community an adequate and efficient circulation system.

Public Services

The Public Utilities Department has reviewed the proposed project and has determined that adequate sewer, water, and solid waste facilities are available to serve the site, although no services are required at this time. City police and fire protection services are also available to serve the proposed project vicinity. The proposed roadway alignment will facilitate the eventual construction of a Collector road that will allow a greater level of police and fire service to developed parcels within the project area.

Fresno Irrigation District's (FID) Temperance Canal No. 37 traverses west along the proposed McKinley Avenue (existing Floradora Avenue) alignment, west of Armstrong Avenue. It is assumed that proposed road improvements will cross and/or impact the canal, infrastructure and associated easements in three locations, specifically at Mill Ditch, a private connection to Temperance No. 37, and Temperance No. 37 along the straight section following Floradora Avenue. Pursuant to comments from Fresno Irrigation District dated April 30, 2014 referencing comments of September 30, 2010, project specific mitigation includes that the FID review, approve and be signatory to all improvement plans which affect FID property/easements; that the city meet with FID to discuss specific requirements (easement width, pipeline alignment, depth and size, fees etc.) and that the City reimburse the FID for staff time required to accomplish these actions. The project will be subject to the water supply system mitigation measures identified in MEIR No. 10130 prepared for the 2025 Fresno General Plan and on the attached Mitigation Monitoring Checklist dated June 30, 2014. Additionally, project specific mitigation has been incorporated that reflects this requirement. The FID and the City of Fresno will coordinate to ensure that a significant impact to water supply in the area will not occur.

State Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans), District 6, Office of Intergovernmental Relations has reviewed the proposed project's vehicle trip generation and potential for traffic related impacts to state facilities and has determined that indicated that they have no comment regarding the proposed project.

Public Participation

The Public Works Department, Traffic and Engineering Division held a public meeting on September 30, 2013 for Plan Amendment No. A-10-001, the initial revised OPL for the West McKinley Avenue alignment between North Temperance and North Fowler Avenue. Corrections to the OPL were then made to reflect concerns of property owners, who had objections to the division of large portions of parcels that would result from the proposed OPL. Public Works again held public meetings on October 22, 2013, from 5:30 P.M. to 7:30 P.M to provide the public with information on the proposed project and provide an opportunity for public input. Some concerns of residents were expressed, however staff believes the current proposal has the least impact on area properties.

No comments came forward as a result of the circulation of the environmental document, a Mitigated Negative Declaration (MND) for A-10-001 and with Master Environmental Impact Report (MEIR) No. 10130 for the 2025 Fresno General Plan (SCH#2001071097) and Mitigated Negative Declaration (MND) No. A-09-02 (SCH#2009051016).

The District 5 Implementation Committee has not responded to circulation of the OPL.

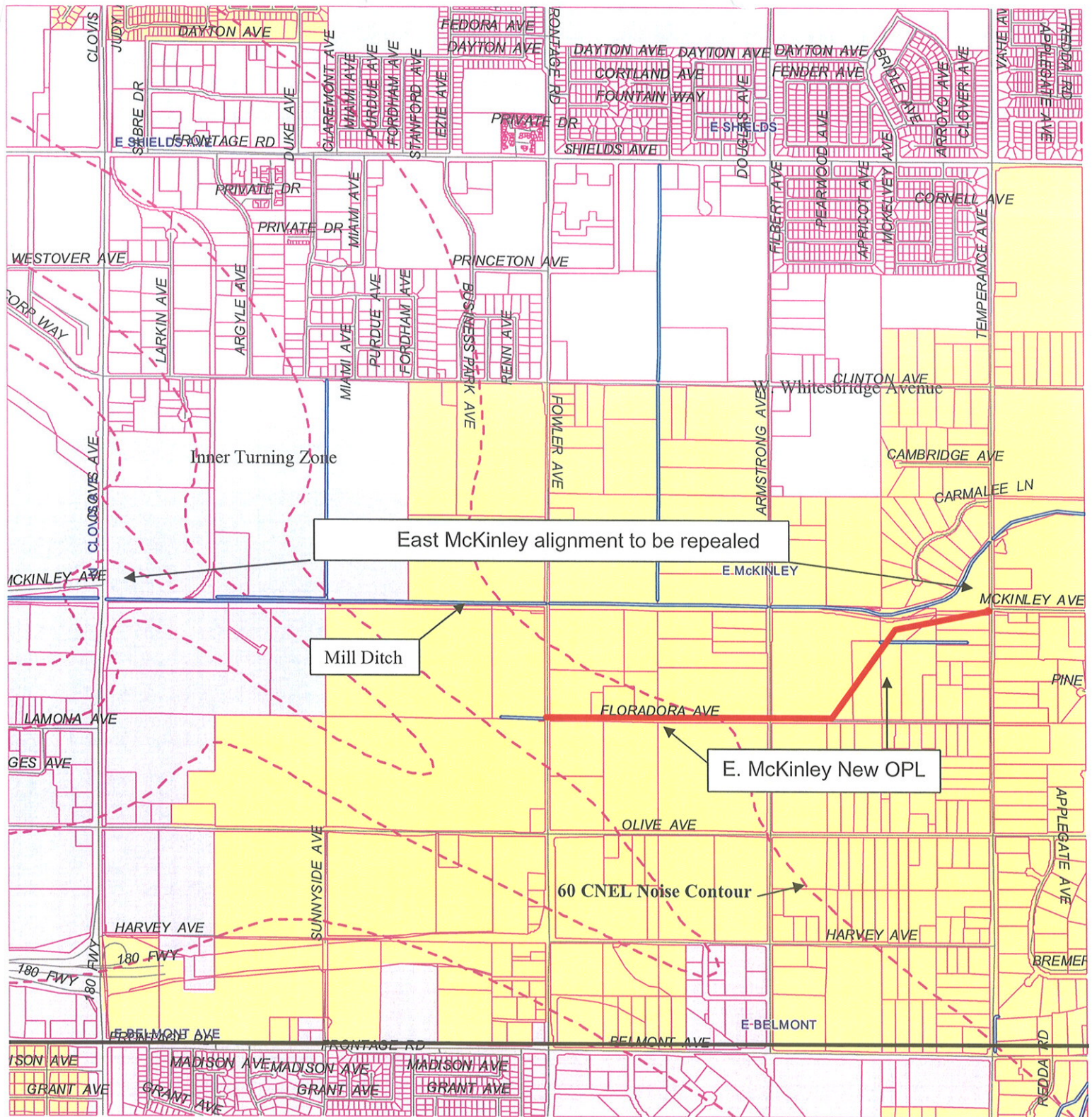
A Notice of Hearing for A-10-001 was sent on August 8, 2014 which resulted in several phone calls requesting more information about the proposal. However, none of the callers brought up issues or concerns with the proposed OPL.

Conclusion

Action by the Planning Commission regarding the plan amendment and associated environmental assessment will be a recommendation to Council.

The appropriateness of the proposed project has been examined with respect to its consistency with goals and policies of the 2025 Fresno General Plan and the McLane Community Plan; its compatibility with surrounding existing or proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment. Upon consideration of this evaluation, it can be concluded that Plan Amendment Application No. A-10-001 is appropriate for the project site.

Attachments: Vicinity Map
2008 Aerial Photograph
Public Hearing Notice Vicinity Map
APN Map
Official Plan Lines, East McKinley Avenue from N. Fowler to N. Temperance Avenues
2025 Fresno General Plan Planned Land Use Map
Environmental Assessment No. A-10-001, finding of a Mitigated Negative Declaration dated July 18, 2014.



ENVIRONMENTAL ASSESSMENT FOR
PLAN AMENDMENT NO. A-10-001

DEVELOPMENT AND RESOURCE
MANAGEMENT DEPARTMENT

PROPERTY LOCATION

East McKinley and East Floradora
Avenues from Clovis to Temperance

APNs: Various

By: L. Filice, June 30, 2014



CITY OF FRESNO
DEVELOPMENT AND RESOURCE MANAGEMENT DIVISION
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE Planning Commission and Fresno City Council will conduct public hearings to consider the following:

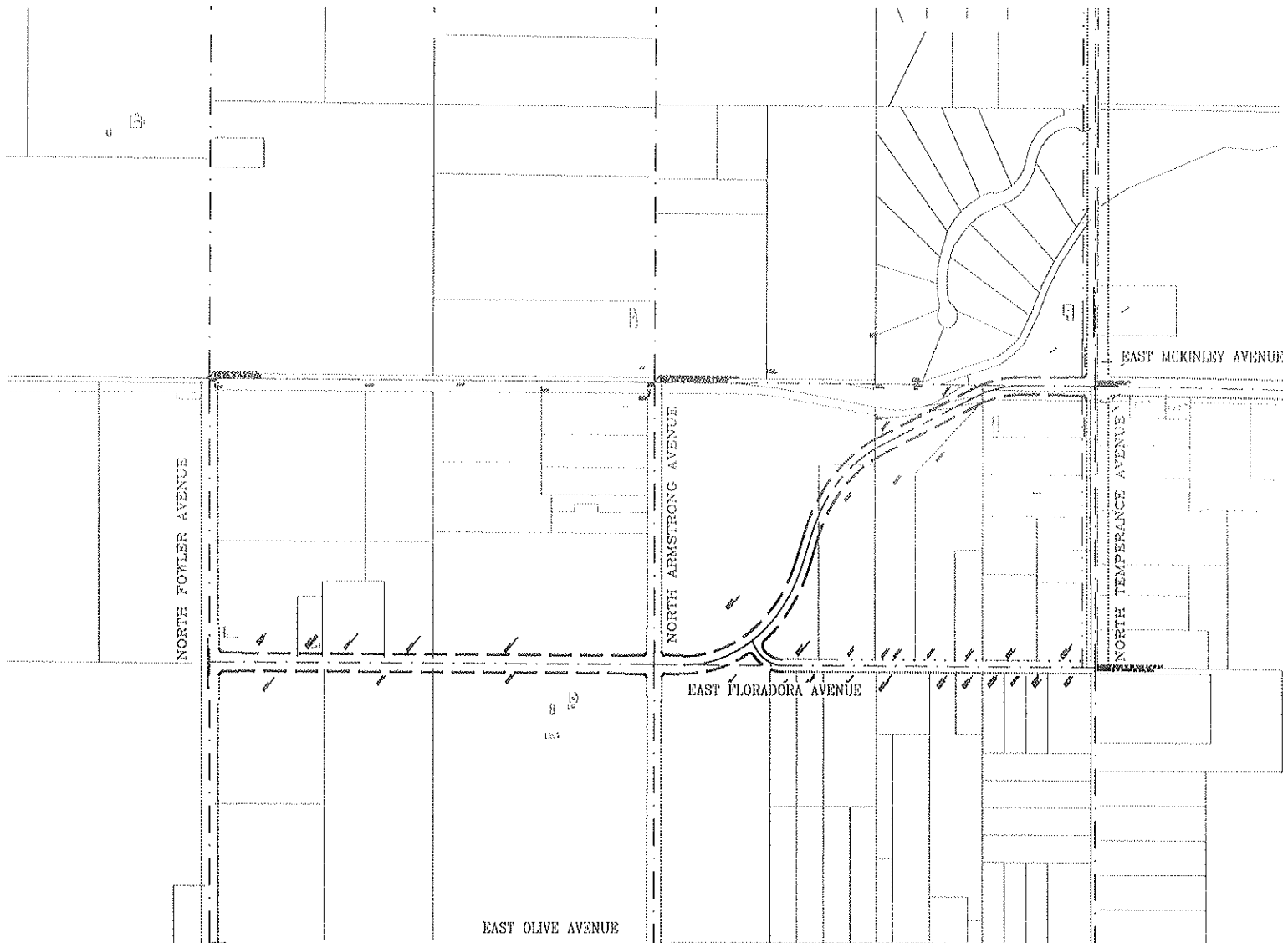
East McKinley Official Plan Line (Plan Amendment No. A-10-001): The City of Fresno, Public Works Department, Engineering Services Division has prepared a proposal for an Official Plan Line (OPL) for East McKinley Avenue from North Temperance to Fowler Avenues. The proposal will amend Fresno's 2025 General Plan to repeal the entire section of the McKinley alignment located between North Clovis and North Fowler Avenues and to realign the section between North Fowler and North Temperance Avenues. The realignment will curve south-westerly from the intersection of McKinley and Temperance to align with East Floradora Avenue at the intersection of North Armstrong Avenue, then along the Floradora alignment west to connect to North Fowler Avenue. A General Plan Amendment to the Circulation Element of the 2025 Fresno General Plan is requested for property generally located along the planned, currently proposed, East McKinley Avenue alignment from North Fowler Avenue to Temperance Avenue to re-classify McKinley from the designated Arterial type street to a Collector type street. This reclassification is based off a Traffic Impact Study of the area prepared by the consultant.

These applications have been tentatively scheduled for consideration by the Planning Commission on August 20, 2014 at 6:00 p.m or thereafter and by the City Council on September 25, 2014.

ADDITIONAL INFORMATION on the proposed projects, including copies of the proposed environmental findings, may be obtained from the City of Fresno Development and Resource Management Department, City Hall, 2600 Fresno Street, Room 3076, Fresno, California, 93721, or contact Lauren Filice at (559) 621-8070 or by email at Lauren.Filice@fresno.gov. ***Para información en español, comuníquense con Sophia Pagoulatos (al número de teléfono 559-621-8062).***

ANY INTERESTED PERSON may appear at the public hearings and present testimony in regard to this matter. If you challenge any of the above applications in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or in written correspondence delivered to the Fresno City Planning commission or the Fresno city Council at, or prior to, the public hearings noted above. The Planning Commission's recommendation pertaining to the applications will be considered by the City Council, whose action is final. All public hearings will be held at the Council Chambers at Fresno City Hall, 2600 Fresno St.

VICINITY MAP



PROPOSED OFFICIAL PLAN LINES FOR EAST MCKINLEY AVENUE FROM NORTH FOWLER TO NORTH TEMPERANCE AVENUES

ENVIRONMENTAL ASSESSMENT FOR
PLAN AMENDMENT A-10-001

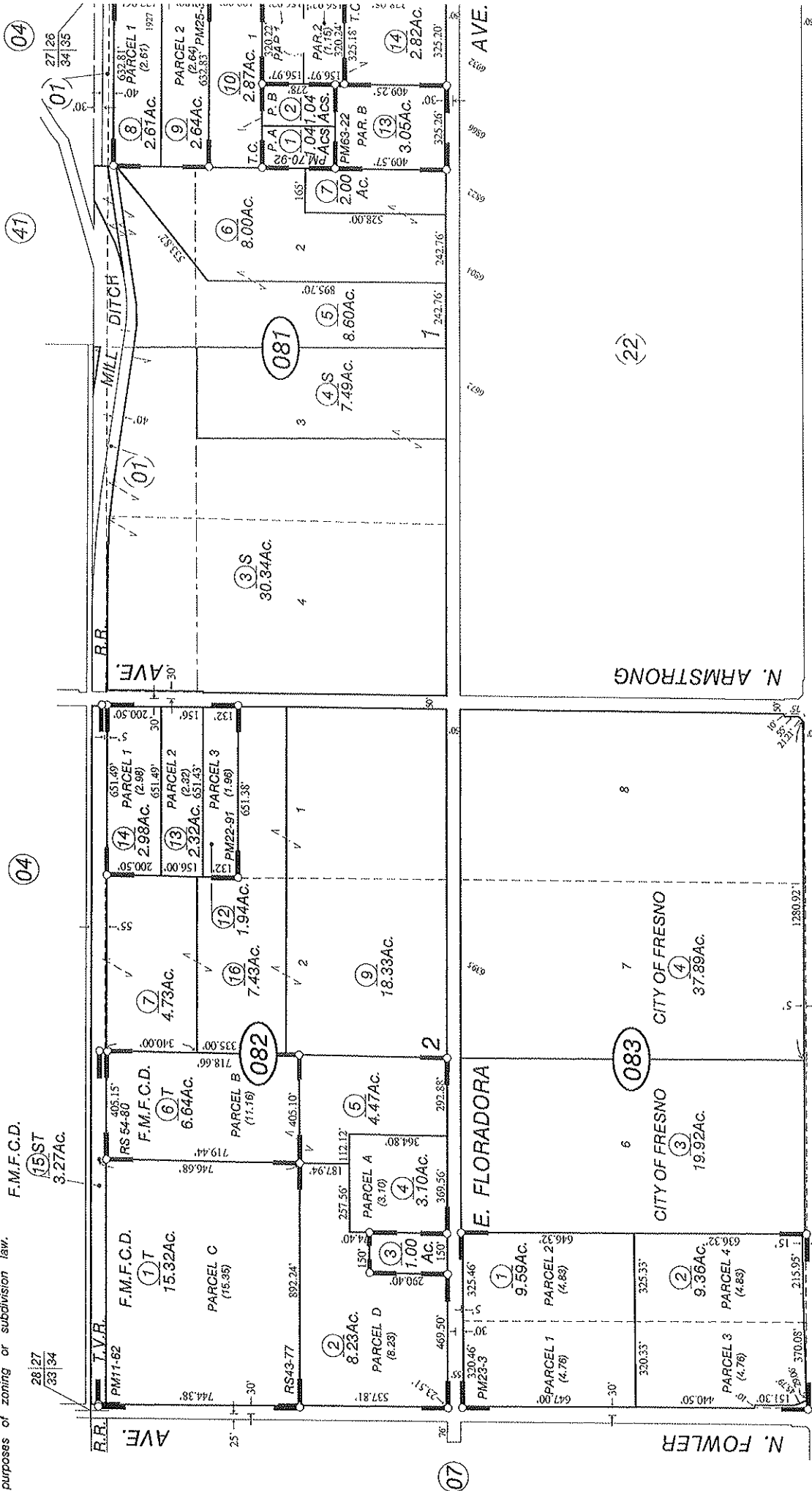
**DEVELOPMENT AND RESOURCE
MANAGEMENT DEPARTMENT**

PROPERTY LOCATION
East McKinley and East Floradora Avenues
from Clovis to Temperance Avenues

APNS: Various

By: L. Filice, August 8, 2014

This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

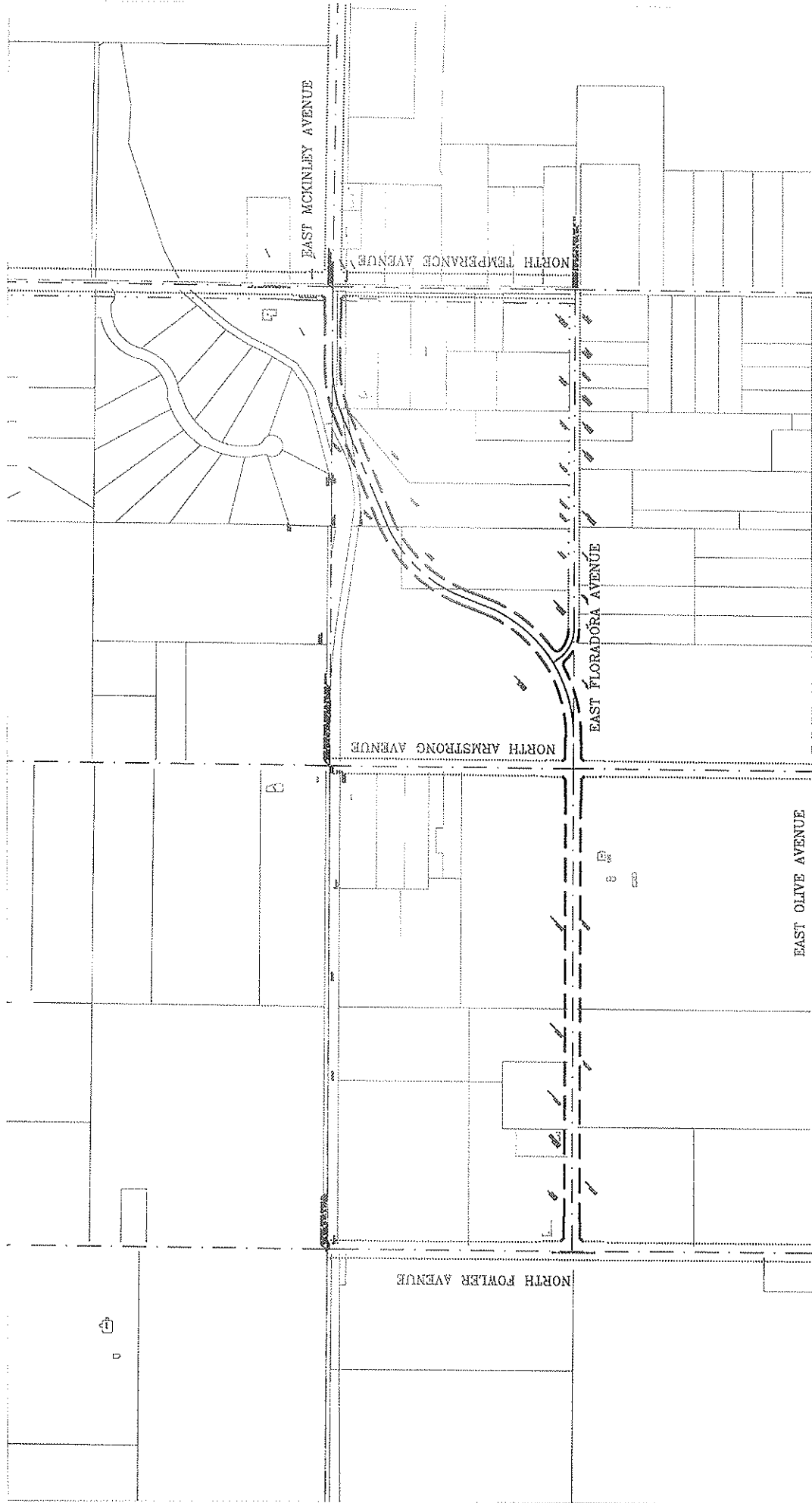


Parcel Map No. 1881 - Bk. 11, Pg. 62
Parcel Map No. 3312 - Bk. 22, Pg. 91
Parcel Map No. 3195 - Bk. 23, Pg. 3
Parcel Map No. 3288 - Bk. 25, Pg. 3
Parcel Map No. 7229 - Bk. 48, Pg. 48
Parcel Map No. 7909 - Bk. 63, Pg. 22
Parcel Map No. 8082 - Bk. 70, Pg. 92

Record of Survey - Bk. 43, Pg. 77
Record of Survey - Bk. 54, Pg. 80
Temperance Colony - Plat Bk. 2, Pg. 7

Assessor's Map Bk.310.
County of Fresno, Ca

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.



PROPOSED OFFICIAL PLAN LINES FOR EAST MCKINLEY AVENUE
FROM NORTH FOWLER TO NORTH TEMPERANCE AVENUES

FROM
NORTH FOWLER TO NORTH TEMPERANCE AVENUES

LOCATION MAP
NOT TO SCALE

EAST CLINTON AVENUE

NORTH TEAPOND AVENUE

NORTH FOWLER AVENUE

NORTH ARMSTRONG AVENUE

EAST MCKINLEY AVENUE

EAST FLORADORA AVENUE

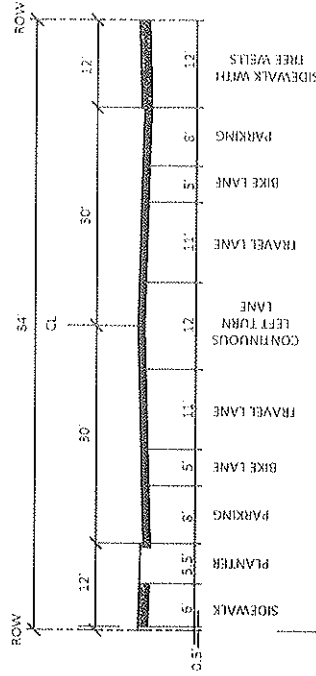
EAST OLIVE AVENUE

NORTHWEST CORNER OF SECTION 34, 13/21

NORTHEAST CORNER OF SECTION 34, 13/21

WEST 1/4 CORNER OF SECTION 34, 13/21

EAST 1/4 CORNER OF SECTION 34, 13/21



MCKINLEY COLLECTOR STREET CROSS-SECTION DETAIL

WE HEREBY CERTIFY THAT THIS MAP CONSTITUTES A PART OF THE OFFICIAL PLAN LINE OF STREETS AND HIGHWAYS BEING A PART OF THE MASTER PLAN OF THE CITY OF FRESNO, CALIFORNIA, ADOPTED BY THE PLANNING COMMISSION OF SAID CITY BY RESOLUTION NO. _____ AT A MEETING HELD ON THE _____ DAY OF _____, 20____, AND CARRIED BY THE AFFIRMATIVE VOTE OF THE MAJORITY OF THE TOTAL MEMBERSHIP OF SAID COMMISSION.

WE HEREBY CERTIFY THAT THIS MAP OF OFFICIAL PLAN LINES
WAS ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRESNO
ON THE _____ DAY OF _____ 20____ BY _____
ORDINANCE NO. _____ ADOPTED PURSUANT TO ARTICLE
7 OF CHAPTER 12 OF THE FRESNO MUNICIPAL CODE.

INSTRUMENT NO. FILED AND RECORDED AT THE
REQUEST OF THE CITY OF FRESNO THE DAY OF
 , 20 AT MINUTES PAST A.M.
AND RECORDED IN VOLUME OF PRECISE PLANS AT
PAGE FRESNO COUNTY RECORDS.

I, THE UNDERSIGNED, DEPUTY OF THE PUBLIC WORKS DEPARTMENT OF THE CITY OF FRESNO, CALIFORNIA HEREBY CERTIFY THAT I HAVE EXAMINED THE OFFICIAL PLAN LINES DELINEATED ON THIS MAP AND I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

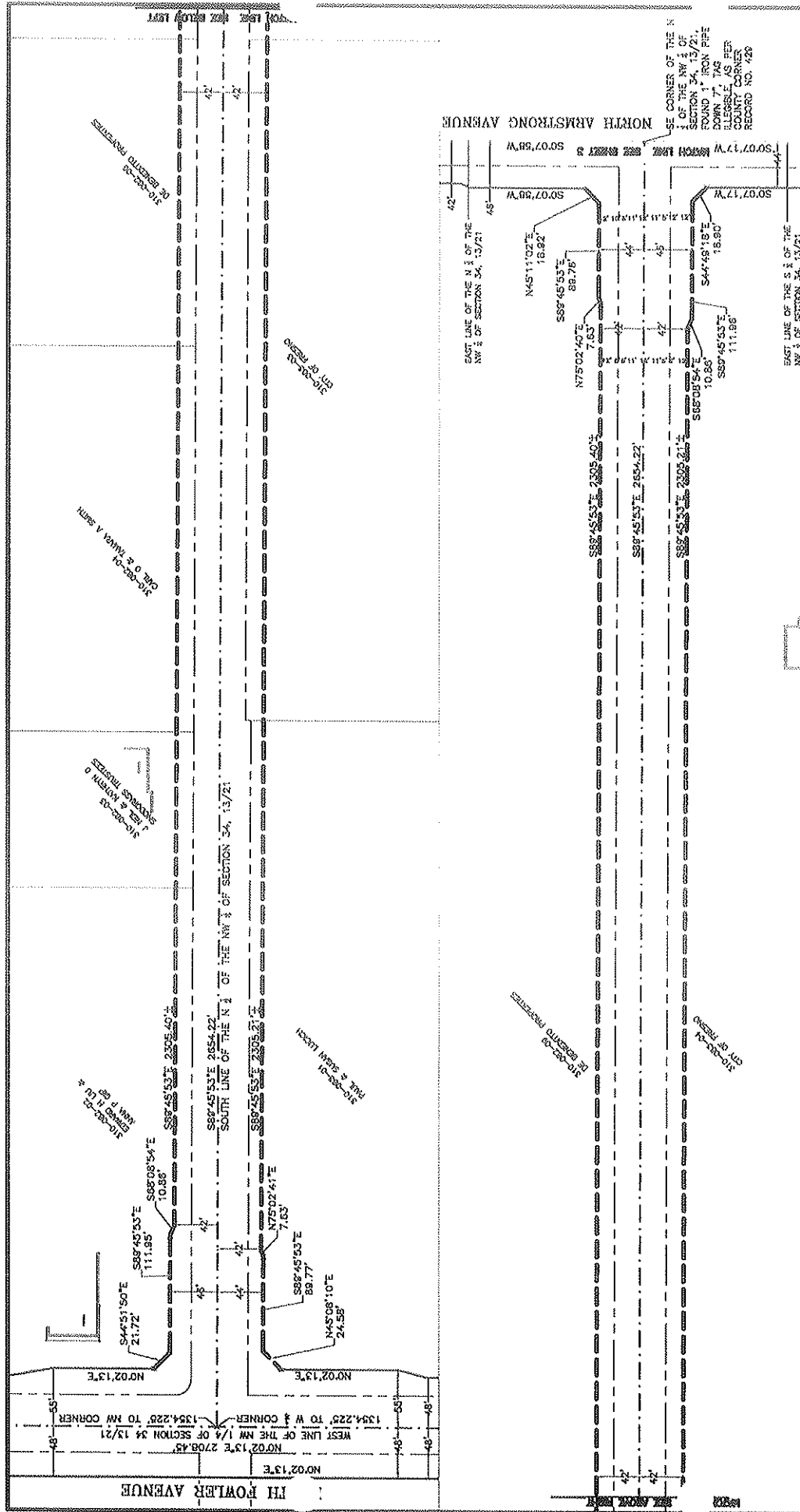
PAUL DICTOS, C.P.A.
COUNTY RECORDER OF THE COUNTY OF FRESNO
BY _____

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~~SECRETARY~~



OFFICIAL PLAN LINES

EAST MCKINLEY AVENUE

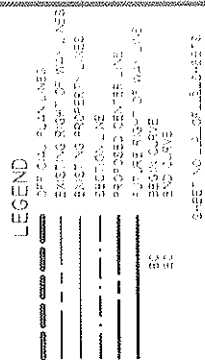
FROM NORTH FOWLER TO NORTH TEMPERANCE AVENUES

- LEGEND**
- OFFICIAL PLAN LINES
 - EXISTING RIGHT OF WAY LINES
 - EXISTING PROPERTY LINES
 - SECTION LINE
 - PROPOSED CENTER LINE
 - FUTURE RIGHT OF WAY LINES
 - BC BEGIN CURVE
 - EC END CURVE

SCALE 1" = 50'

NOTE:
ALL DISTANCES SHALL BE MEASURED FROM THE OFFICIAL PLAN LINES

SHEET NO. 1 OF 1 SHEETS

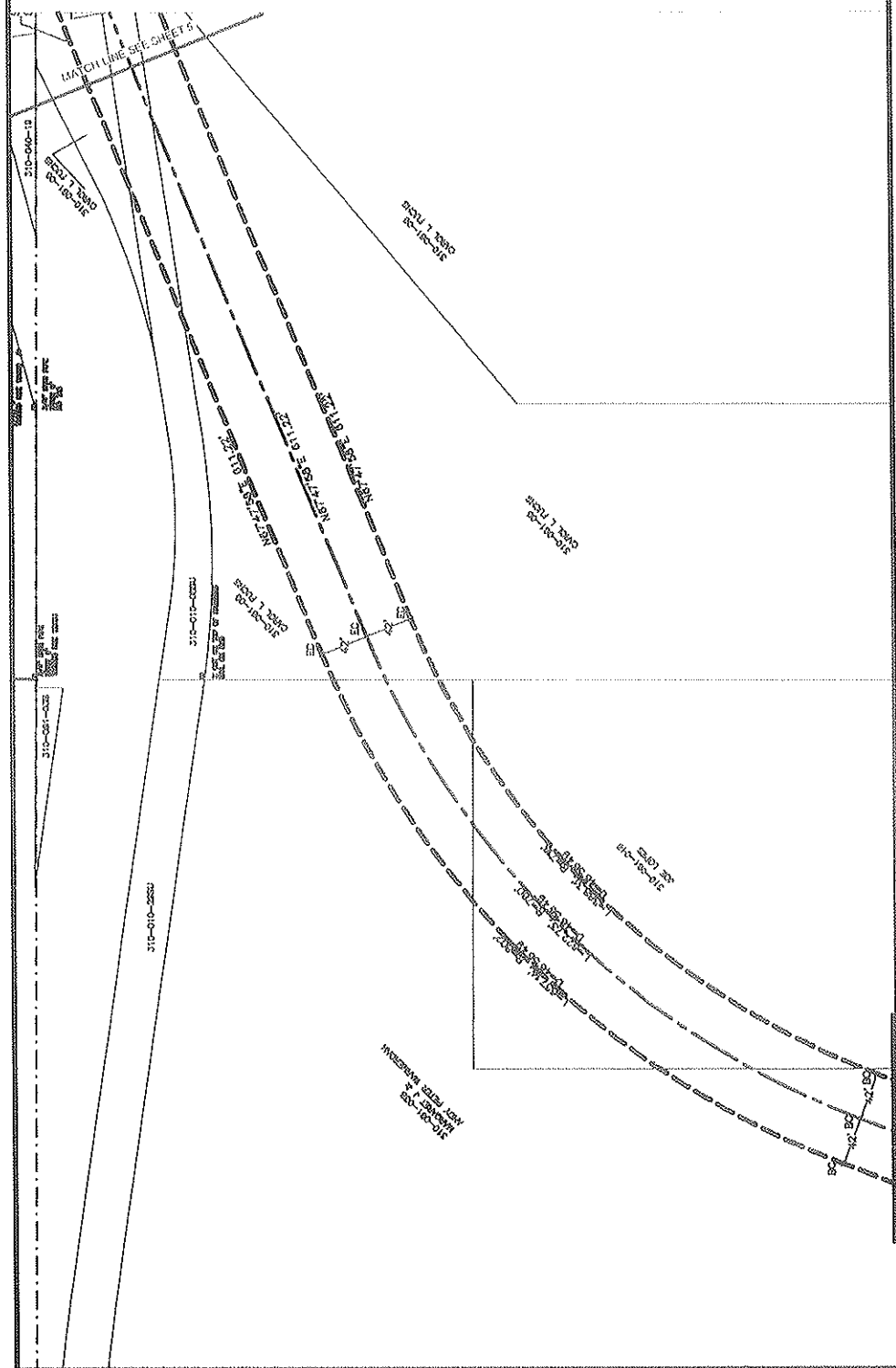


OFFICIAL PLAN LINES
EAST MCKINLEY AVENUE

FROM
NORTH FOWLER TO NORTH TEMPERANCE AVENUES

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NOTE
SETBACKS SHALL BE NEGOTIATED WITH THE CONTRACTOR



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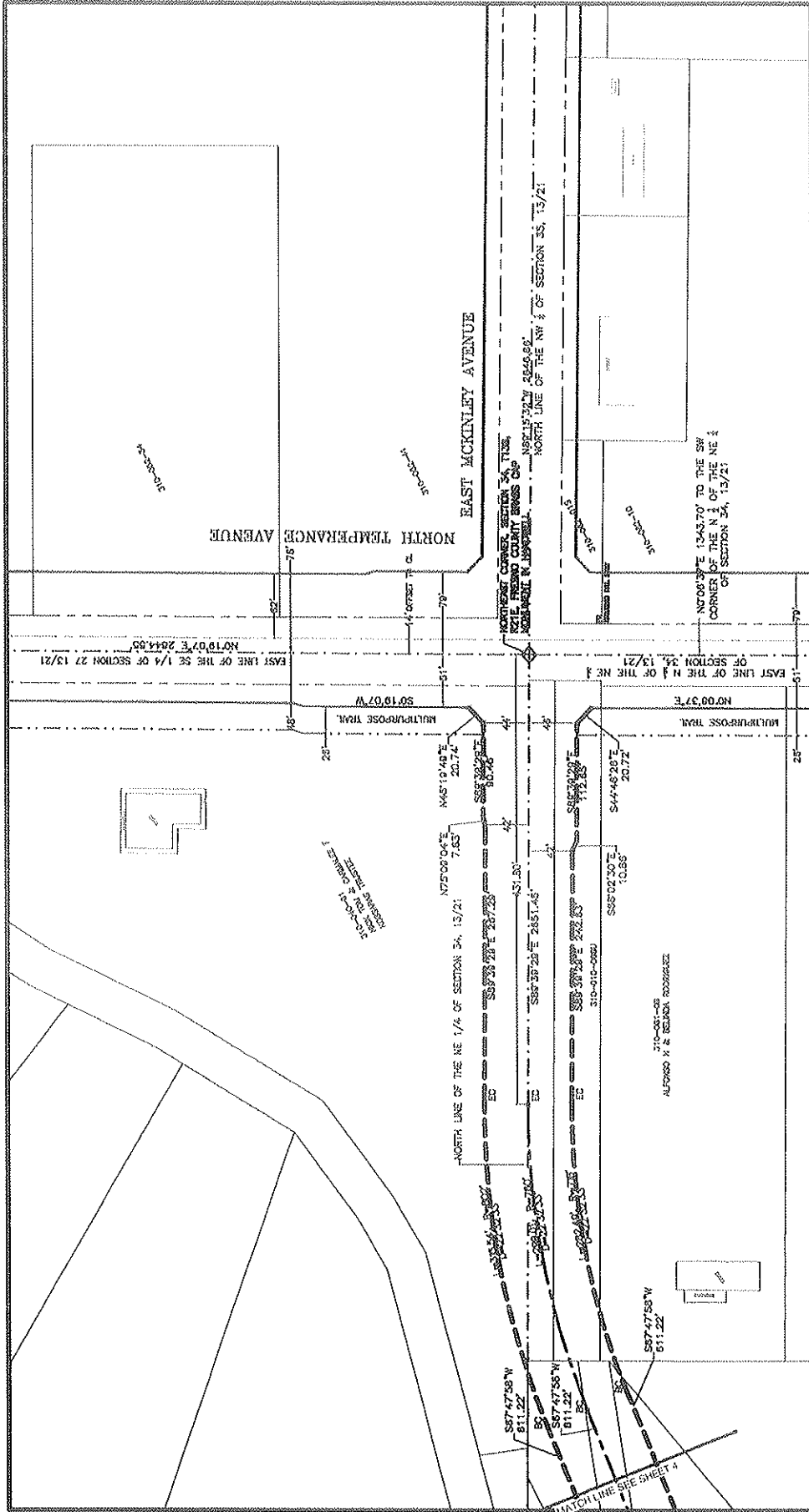
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OFFICIAL PLAN LINES
EAST MCKINLEY AVENUE

FROM
NORTH FOWLER TO NORTH TEMPERANCE AVENUES

2000

- | Year | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | |



OFFICIAL PLAN LINES

EAST MCKINLEY AVENUE

FROM
NORTH FOWLER TO NORTH TEMPERANCE AVENUES

LEGEND

- OFFICIAL PLAN LINES
- EXISTING RIGHT OF WAY LINES
- EXISTING PROPERTY LINES
- SECTION LINE
- PROPOSED CENTER LINE
- FUTURE RIGHT OF WAY LINE
- SECTION CLAVE
- END CURVE

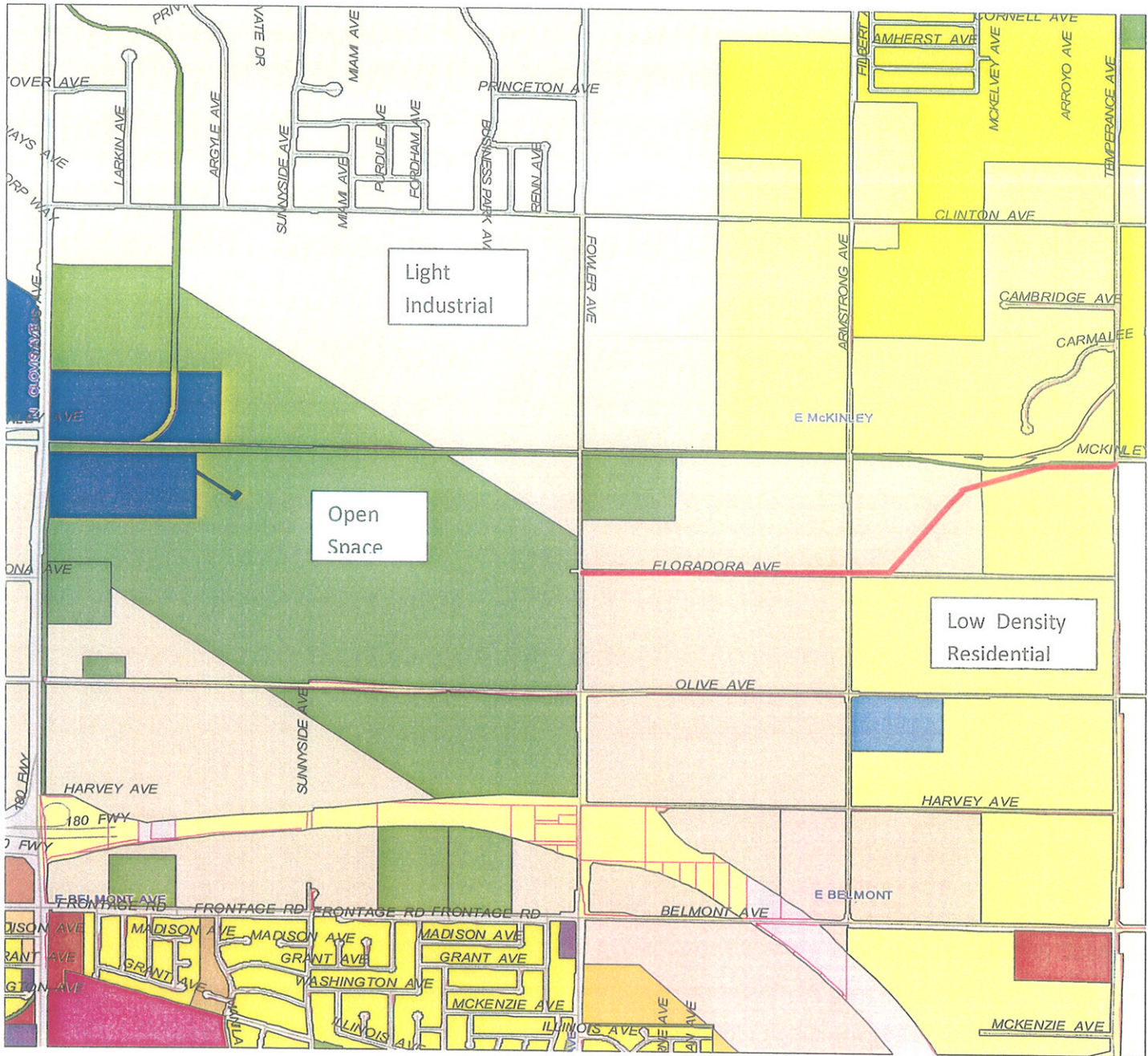
EC
EC

SHEET NO. 10 OF 10 SHEETS

SCALE 1" = 50'

NOTE:
ALL DISTANCES SHALL BE MEASURED FROM THE OFFICIAL PLAN LINES

EXHIBIT H



Planned Land Use Map

ENVIRONMENTAL ASSESSMENT FOR

PLAN AMENDMENT NO. A-10-001

PROPERTY ADDRESSES

East McKinley and East Floradora
Avenues from Clovis to Temperance



DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

Official Plan Line



APNs: Various

Plan Areas: Light Industrial, Low
Density Residential

Attachment C
Public Notice Map

199634 AddrList

uffered at:500 Feet, Legal Notices, Owners

1001006SU

1001005SU

1008105

1001029SU

1004132

1008215ST

1007073SU

1007075SU Too Many:NOT LISTED

ddress List Map, c:\gisdm5\automap\adrlist.mxd, Fri Oct 24 09:19:30 2014

